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INDIA, AUSTRALIA, S.A., and for
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Tuesday
Thursday
Saturday
Friday
Sunday
Tuesday

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NOTE - Any persons proved guilty of re-filling our empty bottles with inferior Whisky
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Persons who like to buy Metallic Breakage
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3. Price of each kind separately.
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All information necessary and conditions can
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the offered price is too low and also has the
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other considerations as well.
CHINESE EASTERN RAILWAY Co.,
Harbin.
Harbin, 23rd June, 1909. [a977]

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Hongkong, 24th July, 1905. [a598] **MANAGER.**

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[a61]

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Hongkong, 19th July, 1909.

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Correspondents must forward their names and
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The Daily Press.

HONGKONG, JULY 27th, 1909.

The striking feature of the fighting which is taking place between the Spaniards and the Moors in the North of Africa is that the populace in Spain is opposed to the carrying on of the war, and the absolute censorship on news of the campaign has probably been imposed in consequence. Where Spanish rights are being infringed by the Moors it might well have been thought that the country generally would have supported the Government in sending reinforcements to aid the troops at present in Melilla, and when that support is withheld it may be considered that it is due to political influences or to some more cogent reason. Whatever the explanation it does not emerge from the meagre messages to hand. Historically, the conflict is interesting as being a renewal of the hostilities which were once waged between the Spaniards and the Moors, though it is safe to say that the old-time jealousy no longer exists. As "the glory that was Greece and the grandeur that was Rome" passed, so did the power and civilisation that was Moorish. Not only were the Moors driven out of Spain, but they were gradually shorn of their territory. Their power waned, until now the Empire is reduced to something like its original limits. But Spain, not content with its victory over the invader, seized portions of Moroccan territory, and the European Power occupies positions at Ceuta, Melilla, Peñon, Alhucemas, and Chaferinas Islands on the North Coast of Morocco.

These places are no doubt useful to Spain, but it stands to reason that their retention by her must be a fruitful source of dispute between the two countries. Ceuta is a port of some note directly opposite Gibraltar. Peñon is described as a fortress, and Melilla we know is a penal settlement. In fact, most of the African possessions are used as convict stations. We may also recall in this connection that in 1860 by the Treaty of Wad Ras the Sultan of Morocco granted the claim of Spain to the small territory of Santa Cruz de Mar Pequena, south of Mogador, but Spain has not yet taken advantage of the concession, possibly because it would inevitably lead to trouble.

Why the present "little war"—which unhappily seems to be developing into an important campaign—should be unpopular in Spain is not very evident. It cannot be due to a sentiment that war per se is wrong. The teaching of Tolstoy has not taken such a hold on the Spanish as to account for the general aversion to the present fighting, but it may be that the people remember the disaster which overtook their troops and their navy little more than ten years ago when they were made to part with the last of their great over-sea possessions. That experience has doubtless chastened them and made them realise their unpreparedness for war. Still, we do not suppose the nation has had any doubt of the result of the clashing of arms between Spain and Morocco. The populace may have come to the conclusion that the game is not worth the candle, that the rupture will mean not a series of pitched battles, but the opening of a guerilla warfare in which the European troops will be harassed and the Spanish possessions continually menaced. On the other hand, it is difficult to imagine a proud people like the Spaniards calmly accepting an affront to their prestige. We should rather expect them to insist on their rights being maintained and to demand that the war be conducted with the vigour and completeness necessary to ensure success. Yet all the telegrams to date emphasise the fact that the campaign is unpopular, so much so that it is believed that the reverses suffered by the Spanish troops are being minimised. Until more information comes to hand it is impossible to appreciate this attitude of the people. It is in striking contrast to what took place twenty years ago. Then the aggression of the unruly Riff tribes upon the Spanish outposts around Melilla led to a conflict in which the Spanish forces at first lost heavily. The disaster fired public opinion and the Press called so loudly for revenge that the Government sent to Melilla no less a personage than the famous MARSHAL CAMPOS, at the head of 29 generals and 25,000 men. The Sultan of Morocco lost no time in getting the Riff tribes under control, and MARSHAL CAMPOS made a treaty in which he obtained ample redress and the promise of an indemnity of £800,000, which Morocco punctually paid.

No matter how unpopular the cause be, it might be reasonably thought that the country would not withhold the support necessary to carry the war to a satisfactory conclusion. Unless there is something radically wrong, the mere fact that war has been embarked upon should unite all classes, and when that unanimity is not being shown it may be feared that Spain is, in common parlance, in for a bad time. Internal dissensions will make it difficult, if not impossible, for her to concentrate as she ought on the Moroccan coast, and the result will be another humiliation for Spain. So far there has been no estimate of the number of troops participating in the recent fighting. Spain is understood to have 6,000 troops in North Africa, but as all her other African possessions are fortified, it may be presumed that she has little more than a thousand men in Melilla to hold the place against the Moorish hordes. The Moors are fine soldiers. Possessing the fanaticism and fatalism of the Mohammedans, they show a contempt for death which renders them the most formidable of foes. Moreover, they are not without training, and as they have acquired a sort of taste for blood by reason of the civil war which last year devastated their land and gave them a new Sultan, the inference is justified that they will not be easily quelled. When it is remembered, too, that the Sultan can muster somewhere about 80,000 troops, that he has some artillery and a disciplined cavalry, it will be evident that Spain has entered on something more than border skirmishing, and her resources will be taxed before she comes out of it well. It may be the general opinion that the places indicated being merely used as penal settlements are not worth the trouble of holding against the Moors, or it may be that there is no confidence in the present administration, but whatever the cause, there can be little doubt that with the country and the Government

at loggerheads and fighting at Melilla developing into a serious warfare, the prospect for Spain is anything but gay. Her troubles are by no means over, but good may come out of evil, and if they result in averting the decline into which the country has fallen, and rouse her to emulate her brilliant past, Spain will have cause to rejoice as she once more takes her place among the leading nations of the world. But will it be so? The temperament which characterised the Bourbons still persists. Does Spain ever learn?

The French Mail of the 22nd June was delivered in London on the 24th inst.

Mr. Hu Yuan Tsan, B. A., of Trinity College, and brother of the Comptroller of Messrs. Bradley and Co., is a passenger to Hongkong by the s.s. Buelon.

The Sower Observatory reading on the 22nd inst. gave the temperature at Shanghai as 100, which is the highest record since 1900.

The plague return for last week numbered two, both Japanese and both imported. One died. One fatal case was reported yesterday from Yawm.

We are officially informed that, subject to audit, the Directors of the Hongkong and Whampoa Dock Co., Ltd., will recommend at the forthcoming meeting a dividend of 3 per cent.—£1.50 per share.

Mr. E. A. Leggett, of the Eastern Extension Telegraph Co., who has for the past six months been stationed at Foochow, has been transferred to Singapore. He has been succeeded at Foochow by Mr. M. C. Radcliff.

Mr. Lindsey Smith, the new assistant Judge of H.B.M.'s Supreme Court at Shanghai, arrived in the Northern settlement last week, having travelled out via Siberia, accompanied by his wife.

Mr. J. A. Olsen, who for some years past has held the position of First Berthing Officer in Shanghai Harbour and Woonung, died of a stroke last week. The deceased was about thirty-six years of age and was a native of Norway.

The return of visitors to the City Hall Library and Museum for the week ending the 25th July, 1909, shows that of non-Chinese there were 464 to the Library and 202 to the Museum, and of Chinese 263 to the former and 248 to the latter. The Library was, therefore, used by 717 persons and the Museum by 2660.

As the outcome of a quarrel with her husband an old Chinese woman last week attempted to commit suicide by swallowing opium. However, she was taken to the hospital, where she recovered. Yesterday she was brought before Mr. J. H. Wood at the Magistracy on a charge of attempting to commit suicide, but was dismissed with a caution.

On Sunday afternoon a sampan capsized off Mongkok and the occupants were thrown into the water. Fortunately the occurrence was noticed both by the men in the gig belonging to the Chinese revenue cruiser *Litkin* and by those on board the C.P.R. launch *Vancouver*. The gig was first on the scene and rescued the sampan people, and the *Vancouver* took the gig and sampan in tow to the *Litkin*, where the sampan people were cared for.

The United States has notified China that she will probably object to the Russo-Chinese Agreement for the administration of points along the Eastern Railway in Manchuria. One serious ground of objection is the derogation of the right of extra-territoriality which the Powers now enjoy, though quite as objectionable a feature of the agreement, it is declared, is the giving to Russia of a predominant influence in Manchurian affairs.

A Chinese was at the Magistracy yesterday sentenced to two months' imprisonment on each of two charges of obtaining goods by false pretences. He forged an order for wood on the Lun Yik firm, and presenting it at the shop on the Praya East on the 20th inst. obtained 2 pieces of wood. He tried the same on the 22nd, when he got nine pieces of timber, the total value of the two lots being \$114.81. Not satisfied with this he made another attempt on Saturday to get two pieces, but he was arrested and punished as stated.

The high water in the Yangtze and the heavy rains, says a Hankow contemporary, are jointly responsible for the telegraph lines at numerous places having given way, owing to boats and junks running up against the wires and breaking the poles. This has been the case at several places between Hankow and Shanghai, and has naturally occasioned some dislocation of the general foreign telegram correspondence, it being necessary to divert the bulk of the telegrams over other routes. The same is the case on the Western lines, which between the towns of Sienschen and Shasi are submerged for a number of miles.

No sooner does one typhoon disappear than information reaches the Colony of the existence of another. Thus the typhoon signals were lowered on Saturday evening, and glorious weather prevailed on Sunday. The Observatory at Manila, however, cabled on Sunday to the American Consul-General that a cyclone or typhoon existed E. of Luzon, less than 300 miles distant, moving N. N. W. Yesterday morning's telegram from Manila reported the typhoon to be east of the Balintang Channel, moving N. It is of interest to mention that to-night is the anniversary of the typhoon which did so much damage in the Colony last year.

TELEGRAMS.

[Protected by the Telegraphic Message
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EXPLOSION ON A JAPANESE BATTLESHIP.

Tokyo, July 26th.

An explosion occurred on the battleship "Asahi" during gun practice at Ise Bay on Sunday, in which five men were killed and five injured.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS"]

AEROPLANE CROSSES THE CHANNEL.

London, July 26th.

The Blériot aeroplane crossed from Calais to Dover yesterday morning.

It left Sangatte in calm weather at 4.30 and descended gracefully at the back of Dover Castle at 4.53.

A strong wind was experienced in crossing, and the torpedo-boat destroyer which was escorting the aeroplane was out-distanced.

LATER

Losing sight of France and the escorting destroyer before sighting England, Blériot lost his bearings in the haze which prevailed, and found himself off Deal.

He turned and followed the coast-line a mile off.

The total distance covered by aeroplane was thirty miles, and the corrected time is thirty-five minutes.

THE SPANISH MILITARY OPERATIONS.

HEAVY FIGHTING AND SERIOUS LOSSES.

London, July 26th.

Heavy fighting took place at Melilla on Friday.

The Spanish losses included seven officers killed and twelve wounded. The number of soldiers killed is unknown, but it is announced that 260 were wounded.

The Moors lost a thousand.

The Spanish Government maintains silence on the subject and the absolute censorship is causing great uneasiness in Spain.

The conviction is gaining ground that the magnitude of the disaster is being concealed.

THE DUKE OF CONNAUGHT.

London, July 26th.

H. M. the King has accepted the resignation of H.R.H. the Duke of Connaught as Commander-in-Chief of the Mediterranean forces, the resignation to take effect on the 1st prox.

THE TSAR ON TOUR.

London, July 26th.

T. I. M. the Tsar and Tsaritsa have sailed from Cronstadt for Cherbourg.

WONDERFUL SHOOTING.

FAST-MOVING SEA TARGET HIT EVERY TIME.

What is claimed to be a record night shoot with 12-pounders this year has just been placed to the credit of two detachments of 37th Company of the Royal Garrison Artillery, stationed at Portsmouth.

Firing from Fort Albert, Isle of Wight, at two floating targets towed at a speed of from twenty-eight to over thirty miles an hour, at varying distances of about 1,800 yards, the detachments achieved the remarkable result of 21 hits in 21 rounds.

RUSSIAN AND CHINESE WORKMEN.

A St. Petersburg correspondent of a London contemporary says—

The Russians in Manchuria are feeling more and more the competition with the industrious Chinese workmen, and there have been many bloody encounters between the two races of late. The latest encounter took place near Harbin, and over a thousand Russians and Chinese took part in it. The Russian police and troops arrested 30 Chinese workmen. There were several killed on both sides. The general attitude of the Chinese in dealing with Russian lawless behaviour is changing completely by the war with Japan, and the change is seen clearly both in the lower walks of life and also in the Government circles in Peking.

SUPREME COURT.

Monday, 26th July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. COMPTON (PILATE JUDGE).

CLAIM FOR GOODS SUPPLIED.

Action was brought by Abdul Kader against Kirpa Ram and Maung Ram to recover \$159.67 due for goods supplied.

Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. J. H. Gardiner represented the second defendant.

Mr. Harris asked leave to amend the description of the defendant by adding the words "lately carrying on business in partnership with others at 30, Austin Road, Kowloon," to the writ. His friend consented.

His Lordship allowed leave to amend.

Mr. Harris said the action was a simple one for goods sold and delivered, and called the plaintiff.

A bnd Kader said there were three partners in the defendant firm, but one of them was now dead. The goods supplied were flour and another commodity. The three partners used to order goods, and took them away from his godown themselves on receipt of his delivery orders.

In cross-examination plaintiff said he had been trading on his own account since July last year. There was no signboard over his shop bearing the name Ah Ying and Co. One payment made by the defendants was not entered in his books, but he had receipted their bill.

Witness issued a warrant for the arrest of the second defendant the day his shopman told him the defendant was going to leave the Colony. He did not know that the second defendant was carrying on a very thriving business at Taiipo, and that he was not likely to leave the Colony until the completion of the railway.

Bailiff Rosario deposed to arresting the second defendant at Austin Road, Kowloon.

Mr. Harris put in the file of a summary action in 1908 in which the second defendant sued as a plaintiff and described himself as a partner in the business at 30, Austin Road.

Mr. Gardiner said the defence was that the amount claimed was not due from the second defendant at all. He had never been a partner in the firm, but he was in partnership with another Indian in a shop at Taiipo.

His Lordship—When the defendant was arrested he came into chambers, but made no statement of that sort. He said he could get the money if he sent a man to Taiipo.

Mr. Gardiner—I have known all along the ins and outs of this firm.

His Lordship—It is very extraordinary that he should not have told me something about this matter when he came before me. Instead, he practically admitted the claim.

Mr. Gardiner—This is an excellent defence. I know the defendant was never a partner, and shall prove it conclusively.

His Lordship—If he is not a partner, and held himself out as one, he is liable.

Mr. Gardiner—He never held himself out as a partner. There is no reason why he should.

Defendant said he was sent to the plaintiff by the first defendant and another Indian to procure flour for their account. Plaintiff refused to supply the flour as he did not know the defendant, so the men he was doing the business for gave him \$50 to get the flour. On his own account defendant had always paid cash for goods he bought, and plaintiff had never asked him for payment of the amount claimed. He never represented to the plaintiff that he was a partner in the Austin Road shop. Witness bought his share in the Taiipo shop from the first defendant. He had no intention at the present time of quitting the Colony, as he was carrying on a good business, and had a lot of money to collect.

Does the shopman who brought about your arrest know that?—Yes. All the world knows it. Cross-examined—Defendant first met the plaintiff about eighteen months ago, when he went to buy flour.

Then how was it, six months after, when you went to buy flour he said he didn't know you?—He did not mean he did not know me, but that he would not give me credit.

After further evidence the hearing was adjourned.

SUN SPOTS AND TRADE.

NOTABLE CHAMPIONSHIP OF THE JEVONIAN THEORY.

On the Cardiff Exchange recently Professor H. Stanley Jevons, of the South Wales University College, Cardiff, addressed a meeting of the members on the theory of the influence of sunspots on trade cycles.

The lecturer recalled the fact that his father, the late Stanley Jevons, had drawn attention to this subject, but stated that although the latter was unable, through failure to obtain the necessary statistics, to establish the theory as a scientific law, he was convinced of the existence of a direct relationship between the periodicity of the minima and the maxima of sunspots and the periodicity of trade cycles.

The idea underlying the theory was that the spots on the sun affected the heat from the sun to such an extent as to influence the productivity of the earth, and particularly the yield of grain crops; and that as a plenty or scarcity of wheat reacted on the demand for, and supplies of, other commodities, there was a presumption in favour of a belief in a direct relationship between the two phenomena.

The lecturer stated that his present interest had been excited by a learned article written by an eminent meteorologist showing a most striking coincidence between the variations of the crops in the eastern countries and the variations in sunspots.

With the aid of a number of diagrams dealing with statistics of foreign trade, Professor Jevons showed that this coincidence was to be traced in various other directions, and that prosperity and depression occurred in periods ranging from seven to ten or eleven years. In so far, therefore, as the sunspot theory enabled one to anticipate the future of the trade, not only of this country but also of the world, it pointed to the probability of the next boom occurring either in 1914 or 1917.

LOCAL SPORT.

WATER POLO SHIELD COMPETITION.

LUSITANOS V. 88TH CO. R.A.A.

This game, which was played at the V.R.C. Enclosure last evening, ended in a win for the Lusitano Recreation Club by six goals to nil. The teams were:

L.R.C.: F. M. R. Pereira; J. M. Lopes and C. M. S. Alves; C. A. Rodrigues; A. J. V. Ribeiro; F. L. Rosa and R. A. Carvalho.

Artillery: West; Hardy; and Debenham; McAllister; Thomas; Snow and Beattie.

As soon as the whistle sounded the Lusitanos became aggressive, and by reason of the faster swimmers in their team had much their own way throughout the match. The 88th Co. have improved considerably as far as combination goes, and although they had a good goalkeeper and two smart backs, they were handicapped by the absence of a smart swimmer in the forward line. The Lusitanos generally managed to escape with the ball, and continued to harry the defence of the Artillery, Rosa, Lopes and Rodrigues being the most troublesome customers to the defenders. The latter player is a powerful and straight thrower, but lacks the necessary judgment. This, however, will be probably gained with experience, and then Rodrigues will prove a formidable rival. In the first half of the match the Lusitanos scored three goals, and added the same number to their total in the second, the gunners' quest for the net throughout being unsuccessful.

Final: Lusitanos, 6 goals; 88th Co., nil.

STREET FIGHTING AT WANCHAI.

Wanchai was roused to great excitement on Sunday night. A pitched battle took place near Cross Street between the representatives of two secret societies, and the neighbourhood was given over to scenes of the wildest turbulence until the police arrived and quelled the disturbance. The causes of the trouble are not known. It may have been society jealousy. At any rate it is understood that the members of the Cheung Shun Society challenged the members of the Yee Cheung Hing Society, and as this was accepted the combatants met near Cross Street and engaged each other pretty severely. About 100 were engaged, and as was natural they attracted a large number of onlookers. As a matter of fact the crowd was so dense that it interfered with all traffic.

Information was sent to Inspector Kerr at No. 2 Police Station, and he with Sergeant Baker and a posse of Chinese police and district watchmen proceeded to the scene of the fighting. It took them some time to restore order. They succeeded in arresting seven of the combatants. Six were placed before Mr. Huseland at the Magistracy yesterday on a charge of fighting and were remanded on bail of \$20 each, and the seventh, charged with assaulting a district watchman, was remanded, bail being fixed at \$50 in his case. One man had an artery of his wrist severed and had to be sent to hospital.

PLAGUE PREVENTION WORK AT SHANGHAI.

Dr. Stanley, the Shanghai Medical Officer of Health, in his report to the Municipal Council for the month of June says:—

As regards plague among rats the improvement has been most marked—one plague-infected rat only having been found among 1,598 rats found dead and examined in the Laboratory during the month. No human cases have been reported.

Comparative-Monthly Figures

	Rats examined	Plague-infected rats	Percentage infected
December	1,359	50	3.7
January	1,118	26	2.3
February	1,375	30	2.2
March	2,585	41	1.6
April	1,897	21	1.1
May	1,781	10	0.6
June	1,598	1	—

The cause of this fortunate condition may be found in the following summary of work undertaken since the discovery of plague-infected rats in December last:

Rats examined in the Laboratory	12,421
Rats trapped	32,446
Rats poisoned (estimated)	200,000
Poisoned baits laid	4,125,724
Amount of poison used	14 tons
Houses rendered temporarily rat-proof	9,296

I feel it my duty to point out, in fairness to the whole foreign staff of the Health Office and Laboratory and in appreciation of their loyal and conscientious services, that this special plague-prevention work has been undertaken in addition to the normal work of the Department, a point which calls for special consideration.

Having practically freed the Settlement of plague-infected rats it now becomes necessary to see whether further steps can be taken to ensure that plague-infected rats will not again be introduced by ships from plague-infected ports. If nothing further can be done by the Port Health Authority—the Imperial Chinese Maritime Customs—it will be advisable to make the plague-prevention staff, as at present organized, a permanent one. It would, however, appear desirable that ships coming from plague-infected ports should be required to present a certificate of freedom from rats, that precautions be taken in the harbour in unloading such ships and that a Health Officer, acquainted with modern Port Health Work, be appointed to organize such preventive work in the harbour, in addition to the work at present being done at the Woonung Sanitary Station.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Lian* left Shanghai on the 25th inst., and is due here on the 28th inst. The C.N. Co.'s str. *Changsha* left Sydney on the 22nd inst., and is due here on the 16th prox.

The C.P.R. str. *Empress of China* arrived at Vancouver on the 24th inst.

Mr. D. W. Craddock, General Traffic Agent of the C.P.R. Royal Mail Steamship Line, informs us that he is in receipt of a telegram from Yokohama stating they have received a wireless message from the Captain of the H.M.S. *Empress of Japan* to the effect that he expects to arrive at Yokohama on the evening of the 27th inst.

SHIPPING NOTES.

The *Monitor*, a new vessel which constitutes an innovation in shipbuilding, was launched at Sunderland recently. It is claimed that by wave-like projections along each side increased speed can be obtained with normal power and fuel consumption as well as extra strength in design and increased capacity without increase of tonnage.

The Osaka Shosen Kaisha has appealed for the setting aside of an execution levied on certain of its property under a judgment obtained against it by Mr. E. Appenseller and four others, residing at Lancaster, Pa., U.S.A. It appears that the parties named sued the O.S.K. for compensation for the death of their father, who was drowned in June, 1902, when the *Kumogawa Maru* collided with the *Kiso Maru*. After three trials, in the local court, the Court of Appeal, and the Supreme Court, judgment was finally rendered in favour of the plaintiffs, who were awarded yen 140,000 damages. Certain movable property of the O.S.K. was thereupon attached and the object of the present suit is to nullify such attachment.

A case of considerable importance to those interested in shipping was decided last week in the German Consular Court at Shanghai, when an action at the instance of Melchers and Co., and the Norddeutscher Lloyd against Captain Goers, owner and master of the s.s. *Ascania*, was dismissed. On the 19th of February last, when the *Ascania* was on a passage down the Yangtze she collided with and sank the hulk *Bremen*, owned by Messrs. Melchers and Co., at Chinkiang. An action against Goers was accordingly instituted by Messrs. Melchers and Co., and the Norddeutscher Lloyd, the amounts claimed being Th. 35,000 as the value of the hulk and Mks. 40,000 for the cargo. A large number of witnesses were heard. The Harbour-master and his assistance at Chinkiang being summoned, and also experts upon the practice in the river. It was shown that while proceeding down river the *Ascania* had taken a course between H.M.S. *Olio*, which was lying at anchor, and the hulk moored alongside the shore, her intention being to come to a stop in order to get the Customs papers. Owing, however, to the nature of currents the *Ascania* was carried against the hulk *Bremen*, and as a consequence the latter was sunk and her cargo lost. Dr. Voigt appeared for the plaintiffs and Mr. E. Mahfeldt for the defendant, and after hearing the speeches of counsel the court gave its decision in favour of the defendant, holding that he was not to blame for the collision, being quite justified in taking the passage he did.

The tonnage statistics of the Federated Malay States for 1908 show the remarkable increase of 43 per cent. on those for the preceding year. Sir William Taylor, Resident-General F.M.S., in his annual report, writes that, exclusive of native craft, there arrived in ports of the Federated Malay States during the year 1908, 4,402 vessels, with a tonnage of 1,333,639 tons, an increase of tonnage, as compared with 1907, of 43 per cent. At Port Swettenham 1,135 steam vessels of the registered tonnage of 819,483 tons entered during 1908, an increase of 276,967 tons as compared with 1907. The ocean-going steamers numbered 112, with a tonnage of 383,577 tons. There was also a large increase in the number and tonnage of native craft making use of the port, the figures for 1908 being 415 vessels and 11,603 tons. Steamships entered at Telok Anson numbered 659, with a tonnage of 139,227 tons, the tonnage being almost stationary as compared with 1907, but showing a decrease in the number of vessels of 54. The shipping trade of Port Dickson revived somewhat, the number of steam vessels entered being 675, and their tonnage 254,999 tons, an increase of tonnage of 55,000 tons, due to the maintenance during the year of direct communication with Penang by the vessels of the Eastern Shipping Company. At Kuantan, on the east coast, the steam vessels entered were 266, with a tonnage of 26,419 tons, as compared with 246 vessels of 20,608 tons in the preceding year.

According to the Japanese papers, the Toyo Kisen Kaisha greatly suffered, like other steamship companies, from the economic conditions in America during the first half year, the dullness of trade on the Oriental lines and the continuance of the anti-Japanese boycott in South China. By reducing the personnel on land and sea, the Company has, however, saved Y. 300,000 for the first half year and the deficit for the term may not exceed Y. 600,000. Taken in conjunction with the deficit for the previous half year, it makes a total of Y. 1,410,000. The Company's outlook is, however, not necessarily pessimistic for the last half year. The *Nichi Nichi* says that among the shareholders there is a movement aiming at the passing of a vote of want of confidence in the Board of Directors. It is alleged that Y800,000 was incurred in connection with the investigations on the South American services but there still remains a doubt amongst the shareholders whether such a big loss had actually been incurred. There are said to exist not a few evidences that the interests of the mass of shareholders are made subservient to those of the directors. When new shares were issued last year, the shareholders acquiesced in the increase of capital without much studying the pros and cons of the proposed increase. The new shares so issued were guaranteed 12 per cent. preferential dividends. This pleased the shareholders at the time, but it must now be condemned as a reckless measure. When the shares were thereby forced up considerably some shareholders sold out their holdings either to escape their own losses or

to enrich themselves in the transactions. The shareholders, says the *Nichi Nichi*, have decided to investigate the financial condition of the Company with a view to pass a vote of want of confidence on the present directors or otherwise. The directors are thus placed in a difficult position, especially as Y.2,000,000 debentures raised in the United States last year falls due in October, the conversion of the loan being impossible under the present condition of the Company and also because the Company has not as yet made any preparations to redeem the debentures at the maturity.

In the City of London Court, on 30th ult., before Judge Rentoul, K.C., Samuel Williams and Sons, Ltd., of Limerick, claimed £34 7s. for damage done to their dredger *Gleaner*, by what was described as the "terrible wash" of the *Kamo Maru*, a large Japanese mail boat in charge of the defendant, Mr. G. F. Payne, Trinity House pilot. The plaintiff's case was that on March 11, the defendant brought the *Kamo Maru* up the river Thames at a dangerous speed of 12 miles an hour. The *Kamo Maru* was 480ft. long, 54ft. broad, drawing 22ft., and carrying nearly 9,000 tons of cargo from Japan. Her displacement was therefore considerable, and her wash damaged the plaintiff's dredger. Mr. Nelson, for defendants, said that if Japanese steamers were to be blamed as the plaintiffs were doing, they would not come at all. The plaintiff's damage resulted from the ordinary incidents of modern navigation of steamers of the size of the *Kamo Maru*. Steamers would assuredly get larger, and the Nippon Yusen Kaisha Line, which owned the steamer, attached importance to the case. The pile to which the dredger was attached was old. Mr. Stephens said there were some piles still in the river which were driven in in the time of Charles I., and they were still good. Judge Rentoul, K.C., found for the plaintiffs, with costs.

Messrs. H. E. Moss and Co., in their steamship circular, dated Liverpool, July 1, say:—In our circular of January 1 last we stated that the year 1908 had been about the worst on record for shipping, and the crisis was then most acute. We also gave our reasons for saying that we were on the eve of a gradual improvement. The intervening six months have certainly been bad enough in the majority of trades, especially in the North Atlantic, but at the present time, without doubt, there is a better feeling throughout the world, and freights in many directions have sensibly improved, although still far below what they should be, or what we may reasonably expect them to be. Modern tramp steamers can now be worked in order to at least pay interest and depreciation, which for some time past has been impossible. The tonnage laid up has been reduced to less than one-half, and what remains is practically out of date and cannot compete with modern vessels. The amount of obsolete tonnage is still enormous, fully 1,000,000 tons. Many companies and owners have realized that the sooner it is demolished the better, and they have been gradually selling their older steamers for this purpose and replacing them by more modern vessels. The sooner the rest are disposed of the less will be the ultimate loss. There is no doubt that the late American crisis, which was mainly responsible for our recent troubles, has passed away, and trade in the States is now gradually assuming its normal aspect. We have always maintained that any improvement in the United States is a good harbinger. We are glad to say that this improvement has already reflected on trade not only in this country, but also abroad, and the severe depression we have so long endured is gradually disappearing. These facts, combined with the lessened output of new tonnage, prove to our mind that we are on the eve of better times, which will not be long in coming, and steam shipping is always the last to feel the effects of any general improvement in the trade of the world.

The date proposed by the Belgian Government for the opening of the third session of the Conference on International Maritime Law, namely, September 28, has been accepted by the Governments of Great Britain and Germany and by those of the majority of the other nations interested in the Conference. The Conference will consider the final adoption of the international codes on collision and salvage at sea which have been prepared at former sessions. These two Conventions do not seem to be likely to be the source of much difficulty. The meeting will also consider draft treaties on the limitation of shipowners' liability and on maritime mortgages and liens. It seems, that, except in the case of Great Britain, there is a tendency to recommend the maintenance of the former lien for necessities supplied to ships in the course of their voyage. It will be remembered that the omission of this lien in the draft treaty prepared by the International Maritime Committee has given rise to some objection in England from the parties connected with the coaling of ships.

After a long and honourable connection, extending over forty-six years, with Lloyd's Register of Shipping, Mr. Harry J. Corbish, Chief Ship Surveyor to that Society, is about to retire. Mr. S. P. J. Thearle has been appointed by the Committee to be the new Chief Ship Surveyor, he having been, since 1900, the principal assistant to Mr. Corbish. Recently, at the Trocadero Restaurant, the members of the staff entertained Mr. Corbish to a farewell dinner, which was numerously attended.

Amongst the presentations to their Majesties at the Court on 24th ult. were—Miss M. Kewick, by her mother, Mrs. J. Kewick; Mrs. Norman MacEwen, on her marriage; by her mother, Mrs. J. Kewick; and Lady Swettenham on her marriage, by Lady Dallas.

NOTES FROM JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, July 16th.

THE NEWS FROM KOREA.

What passes as politics in Seoul has filtered through to Tokyo in scrappy uninforming journalistic dispatches during the past few days. As a matter of fact very serious events have been pending, but to the Japanese journalists this has seemed no more than a sort of private campaign among the various native ministers of state for certain seats in the Cabinet. The event shows that something very different has been happening. Last Saturday a garden party was given at the Residency-General, and this, doubtless to the surprise of everybody not in the confidence of Prince Ito and Viscount Sone, proved the prelude to a coup by which the Koreans' jurisdiction over their own affairs is further restricted. Shortly after the garden party, so we are informed, a conference was held at the Residency-General between Prince Ito, Viscount Sone, the Resident-General, the Premier Yi, and the Home Minister Pak. The two latter were asked to give their consent to two proposals, namely, the transfer to the Japanese administration of the machinery of justice, the native courts to be placed under the jurisdiction of the Japanese courts, and the abolition of the army department. The Korean statesmen replied that they could not give an immediate decision, as the matter was of too great importance, but promised to send an answer after consultation with other members of the Cabinet. That evening and the following day protracted conferences were held by the Korean Cabinet. The Ministers of War, Justice and Education were strongly opposed and no agreement being possible the ministers decided to resign.

Thus the agitation among politicians in Seoul during the past few days has not been caused by any local affair or dissension among native ministers, as appears to have been the belief of newspaper representatives there, but was rather the result of forebodings on the part of the ministers, simply realised on Saturday afternoon. On the Sunday the Premier and Home Minister again saw the Resident-General and reported the proceedings of the Cabinet. The Resident-General explained the necessity of the Japanese proposals both for the advantage of Korea and Japan, and requested the ministers to reconsider the matter. The latter finally gave way, and on Monday evening the memorandum I notified you of by cable was signed, to be followed by a formal agreement.

PRINCE ITO'S POSITION.

Some days prior to these events Prince Ito landed in Korea to say farewell to the Emperor, having cast off his mantle and ostensibly severed his connection with affairs in Korea. He was received in the capital, from the Emperor downwards, as a guest who is shortly to depart for good, and there was much entertainment and felicitation. That serious affairs of state should be sandwiched in between these affairs of ceremony has probably provoked as much surprise at Seoul as it would anywhere else, but while the outsider may smile at this example of Oriental diplomacy, the situation as it appears to the inhabitant of Seoul is more serious. We are informed that wild rumours are afloat and great uneasiness is felt by the public. A vigilant watch is kept by the Japanese and a large force of Japanese gendarmes is expected to arrive daily. These events show that the situation in Seoul is little different to-day from what it was when the protectorate was first created. Uneasiness and suspicion exist, in spite of all the palladium we have been fed with in a past, and it is to be feared that there will never be anything else but suspicion so long as such methods are pursued by the Japanese. The changes advocated are doubtless for the good of the country, but it is the way the changes are effected that gives offence to the unfortunate people. The Japanese can never make a success of Korea in an economic sense unless they gain the confidence and support of the Korean people, and Saturday's proceedings do not promise anything in this direction. As the Koreans understood it Prince Ito went to Seoul to say farewell to the Emperor; it was not a diplomatic mission. A Cabinet which has never been anything but a collection of figure-heads is humiliated and the people are deeply offended. This, in plain words, is the situation to-day. No good that the Japanese administration can do is likely to eradicate the feeling of resentment created by such events as are just now taking place in Seoul.

THE HOLIDAYS AND WHERE TO GO.

We have just finished with a very trying, wet season, and one of the meteorological officials predicted the summer heat is now with us in full power. Everything points to a long spell of real hot weather, but as these observations will not particularly interest readers in Hongkong, I had better at once say that we possess a distinct advantage over most centres of white population in the East in having a number of splendid places to go to in order to avoid the heat. Yet it is not everybody here who can get away in midsummer. The favoured classes such as diplomats and missionaries, will always be found away from the torrid heat of the plains, but the merchant, the merchants' clerk, the newspaper man, and everyone whose living depends upon a daily production of work must stay in the cities, or at most can only steal a few days for a jaunt abroad.

There are other people, however, who are yearly making increasing use of Japanese summer resorts, and these are from China ports. During a recent visit to Nikko I was rather surprised to note a number of Chinese animals with their foreign charges, and found that half the people in the hotel were from Shanghai. For many years the pleasant resorts near Nagasaki have been a favourite with Shanghai people, but now they are coming further east, and no better

health-giving quarters could be chosen than Nikko, Hakone, or Karuizawa, all within a few hours of Tokyo.

THE PIONEER RESORT FINDER.

To the missionary must be given the credit of having selected some very pleasant places for spending the hot summer months. Those men, who when they come to the country, know they are settled here for a life-work—are not always hoping to go home "some day," as the average foreigner is—and consequently look about for some cool, elevated place where they may spend the summer vacation, which corresponds with the school vacation. Hence they have gathered together yearly at such resorts as Arima, near Kobe, and Karuizawa, near Tokyo. Of late years these centres, however, have been invaded by outsiders and the necessity has arisen for more pioneer work. The result is that the missionary will now also be found at Shimotsuwa, one of the most romantic and lovely districts in the country, in the midst of the Japanese alps, where wild cats and other things that flourish remote from civilisation abound. Shimotsuwa and Kamisawa are pleasant towns surrounded by mountains and situated on Lake Suwa, which, as a glance at the map will show, is practically in the geographical centre of Japan. The district is remarkable for its hot springs. They bubble up everywhere, and in the severe winter-time they are of enormous service to the people, providing splendid baths at a temperature as high as 113 degrees and an ever-ready source of hot washing water. Although this lake district is still new to the foreigner its reputation is growing both as a summer and winter resort. The lake from January to March affords several miles of excellent skating, the snow-covered mountains are all that the most adventurous will require. In summer the temperature is never oppressive and the views are lovely.

But there are drawbacks to everything. It takes twelve hours over a distance of only ninety miles to reach Shimotsuwa from Tokyo. Fifty tunnels are passed through, bogey cars are unknown. What with the jolting, the heat, the smoke in the tunnels, and the atmosphere created by the vultures consumed by the passengers—the Japanese are great eaters on railway journeys—it is no wonder that one might hesitate to go to Shimotsuwa. And the traffic on this line is great, that is, the number of trains run is so small that they are always crowded, which is an additional unpleasantness. Neither is the passenger sure of being able to return from Shimotsuwa, for railway running is not an exact science in Japan. A train is scheduled to leave Shimotsuwa daily for Tokyo before six a.m. (the most convenient train), but this won't start unless there are passengers. One never realises how remote he is from civilisation until he gets to a place like Shimotsuwa. As for the transport of the mail, that's quite a secondary matter in Japan, and especially so in the Hida mountains! But perhaps the primitive life is just the thing for the blasé tourist, however the lack of enterprise shown by the railway authorities may injure the economic development of the country.

A MANIA FOR WASHING.

I had just finished the foregoing when the sound of scuffling proceeded from the rear quarters of my domain. Thinking my devoted cook was in the throes of a death struggle with some intruder I hurried thither and found him busily engaged in washing the cat! Trying vain to get pussy's four legs into a bucket of water! Just previously the dog had enjoyed the process, for the thermometer is near 90, and the energetic cook decided to extend operations to the whole family! But he was not successful. A cat is the embodiment of dignity and resents an operation it can do so much better itself. With an effective use of its claws in a few moments pussy was sunning and licking itself on the roof and the cook had learned a lesson. This people, indeed, has a mania for washing. The other day an old man was contentedly washing a decayed black alpaca umbrella at the roadside, looking the picture of domestic happiness. The principal occupation of maid-servants throughout the day appears to be in washing something or other, and not the least important article washed daily is, of course, the rice itself. The Japanese certainly have a wholesome regard for water, but persons in possession of mahogany furniture and other articles that won't "take" this liquid have to be careful.

THE REVISION OF JAPAN TARIFFS.

DIVERGENT VIEWS OF YOKOHAMA AND KOBE CHAMBERS.

The *Asahi* notes that Yokohama and Kobe being the two important foreign trade ports of Japan, it is natural that the views of the Chambers of Commerce of the two ports on the question of the revision of the Customs tariff should be regarded with great interest. On this point there is a fundamental difference between the opinions of the two Chambers. The report of the Kobe Chamber on the question, which is to be laid before a general meeting of the Chamber to-morrow, the 16th inst., is based on the principle of obtaining additional revenue. It is pointed out that the revenue obtained by Japan at present is not more than 6 per cent. of the national revenue, which is excessively small as compared with the rate obtained in foreign countries, where the Customs revenue represents from 20 to 30 per cent. (How many such countries there are and where they are situated is not stated.) The report recommends, therefore, that the duties shall be repealed. On the other hand, the Yokohama Chamber recommends the principle of a low tariff. It is pointed out (1) that a high tariff would reduce the import of goods and discourage foreign trade, and (2) that if the Customs tariff is lowered, and the import of goods be encouraged, it would give occasion for increased custom and call for a further development of the industry and commerce of Japan. The Osaka Journal remarks that without discussing the question whether a low Customs tariff would give an impetus to industrial development of Japan, as maintained by the Yokohama Chamber, the direct conflict of views between the two Chambers is noteworthy. The fact that Kobe is a port of import and Yokohama a port of export may have led to the conflict of views.—*Japan Chronicle*.

COMPANY MEETING.

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

The twenty-eighth ordinary general meeting of the above Company, 29, Cornhill, E.C., on the 29th ult., Mr. W. Keswick, M.P., Chairman, presiding.

The CHAIRMAN said:—One of our colleagues, Mr. Walter Fisher, is unfortunately not with us to-day, as he has been called to America for a short time. The Report which the Directors submit to you to-day, we again regret, shows an unsatisfactory result, the earnings of the steamers having for the year proved insufficient to meet the necessary outgoings. We are not singular in this experience, for the shipping industry throughout the year, and in all parts of the world, has been seriously affected by the severe depression that has prevailed. This is, of course, but poor consolation, and only shows how general has been the shrinkage in the employment of shipping. The President of the Chamber of Shipping in his inaugural address in February last described the position of the shipping trade in these words:—

"The depression which existed in the shipping industry during the year just past has been the worst for shipowners that they have ever experienced. Depression marked its opening, continued to its close, and is still continuing. In all directions the margin of profit on trading has been almost nil—even without taking into account the depreciation of property—and in many instances direct loss has been incurred."

A momentary spurt in some particular trade has now and then taken place during last year which encouraged shipowners to look hopefully to the immediate future, but a short time afterwards their hopes were falsified and freights receded even to a lower depth than they had previously touched. Not only has this been the case with cargo steamers—passenger and cargo liners have also suffered. And I would ask you to refer to the Report of the Norddeutscher Lloyd to see that depression has extended also, and seemingly as severely, to other than British shipping. The outlook now, however, is less unsatisfactory than when we last met, for whereas it was then extremely difficult to obtain employment at remunerative rates of freight, we are now experiencing improvement which we trust will continue, as in our particular trades there has been considerable dispersion of superabundant tonnage, and prospects appear more reassuring.

We have made the same ample provision for the Depreciation of the fleet as on the last occasion and to do this and to provide for the outgoings of the year we have taken £80,000 from the Underwriting Account and we have again had recourse to the General Reserve Fund which is closed by the transfer of £10,000 to Profit and Loss. The transfer from the former account leaves a balance at credit of £148,691 18s. 11d., a sum more than sufficient to meet any conceivable call upon the fund for marine loss and averages. The various items in the Balance Sheet and Revenue Account do not, I think, call for special remark; we have had to meet the usual charges for the year, such as Interest on Debentures and General Expenditure Charges, which are much the same as for last year. We hope to be able, given more prosperous times, to deal more drastically with the writing down of the item which figures on the credit side of the Balance Sheet for debenture expenses. After meeting all outgoings, including Depreciation, the transfers made will enable us to carry forward—£15,162-0s. 8d. to the new account.

It is a matter of regret to the Directors that they are unable to recommend the payment of a dividend on this occasion, but if the improved conditions I have alluded to continue, it may be found possible later in the year to pay a dividend on the Preferred Shares.

During the year there have been issued £11,000 of Debentures, which, with the amount previously issued and bonds for £60,000 placed with bankers and made available to meet possible requirements, represents in all £325,825.

I now touch upon the insurance question which, when we last met, was commented upon. In former years the Company ran a very substantial line in the underwriting account when rates of premium were materially higher than at present. Immunity from serious accident for many years permitted the accumulation of substantial balances at credit, which the Board regarded as a part of the profits made on that branch of their business as insurers of the Company's own steamers, and, from time to time, the account was drawn upon to supply a part of the Depreciation and to augment the general profit of the Company. In 1908, however, insurance competition became very keen and rates were reduced to so low a level that it became evident a change of policy was desirable. It was, therefore, decided to effect the insurance of the greater portion of the marine and fire risks with Lloyd's and the Companies, which was done at favourable rates of premium and the Company now takes only 15 per cent. of the marine insurance risks.

You will observe in the Report that the Board is, through a committee, examining and considering the heads of expenditure and organisation with a view to seeing if it be possible to effect economies in the working of the fleet. In these remarks I have endeavoured to place a clear statement of the Account and the position before you. If, however, I have not succeeded in making any point clear or if I can give further information thereon I shall be happy to do so. I beg to move—"That the Report of the Directors and the Accounts for 1908 as presented be approved and passed."

Mr. E. BEAUCHAMP, M.P., seconded the adoption of the report, and a score of questions were then put by two shareholders.

CHILD ATE AN ENTIRE BOX OF CUTICURA

Spread on Some Crackers—Not the Slightest Injury Resulted from Little Fellow's Escapade—In Most Positive Way Ingredients of

CUTICURA PROVEN PURE SWEET AND HARMLESS

A New York friend of Cuticura writes the following interesting letter:—

"My three year old son and heir, after being put to bed on a trip across the Atlantic, investigated the state-room and located a box of Cuticura ointment and a box of Cuticura Ointment. When a search was made for the box, it was found empty and the kid admitted that he had eaten the contents of the entire box spread on the crackers. It cured him of a bad cold and I don't know what else."

No more conclusive evidence than the above could be offered that every ingredient of Cuticura Ointment is absolutely pure, sweet and harmless. If it may be safely eaten by a young child, none but the most honest results can be expected to attend its application to even the tenderest skin or youngest infant. This feeling is shared by mothers and nurses to such an extent that Cuticura Soap and Cuticura Ointment have for many years been unhesitatingly used throughout the civilized world for preserving, purifying and beautifying the skin, scalp, hair and hands of infants and children from the hour of birth. And greater still, if possible, is the confidence reposed in Cuticura Remedies for the treatment of torturing and disfiguring humors of the skin and scalp. The suffering which they have thus alleviated among the young and the comfort they have afforded worn-out and worried parents have led to their adoption in countless homes as priceless agents in the speedy, permanent, safe and economical treatment of infantile and birth humors, eczema, rashes, irritations, inflammation, itching, and other itching, scaly and pimply humors when all other remedies suitable for children fail.

Cuticura Remedies are sold throughout the world. Dealers: London, 21, Chancery Lane; Paris, 1, rue de la Paix; Australia, 1, Queen Street; India, 1, Leadenhall Street; Hong Kong, 1, Leadenhall Street; Japan, 1, Leadenhall Street; New York, 1, Leadenhall Street; San Francisco, 1, Leadenhall Street; Singapore, 1, Leadenhall Street; Sydney, 1, Leadenhall Street; Toronto, 1, Leadenhall Street; Yokohama, 1, Leadenhall Street.

44-46

Mr. HUMPHRIES suggested that there had been overbuilding, and said that if for various reasons profits were unobtainable it would be better to wind up the company while its capital was still intact. He also suggested that the general managers, Messrs. Jardine, Matheson and Co., should be paid on the basis of a fixed sum annually and a handsome commission on the net profits instead of on the gross freights.

Another shareholder also asked a number of questions, suggesting that the agreement with the general managers should be altered, and expressed the opinion that Mr. Keswick, a partner in the firm, should resign the chairmanship of the company and make way for a younger man.

The CHAIRMAN, in his reply, said it would require very clear evidence to convince him that any economies had been disregarded which it was possible to observe in the efficient care of the business and the making of the utmost efforts to secure the best possible results. With regard to a question as to who inspired the partners of Messrs. Jardine, Matheson and Co., resident in Hongkong and Shanghai, to give out freely two months ago that no dividend would be paid, the speaker said he was absolutely ignorant of anything of the kind having taken place. When prosperity returned again to the shipping trade of the world, he continued, he had no doubt that there would be again a period of prosperity forthcoming for the company, and to wind it up would be a crime committed against British interests in China. As to the agreement with the general managers, any change would have to be effected by mutual consent, and it was certainly not the case that they were making unduly large earnings out of the company. The police hint to himself to resign his position he should ignore unless it was the desire of the Board that someone else should occupy that position. He had fulfilled every duty which devolved upon him as chairman. He added that the company had not, in his opinion, done more than meet the requirements of trade so far as new ships were concerned.

The resolution was then put to the meeting and carried *nem. con.*, Messrs. H. Humphries and R. H. R. Burder abstaining from voting and desiring that the same should be recorded.

The CHAIRMAN then proposed that:—"The retiring Directors, Mr. W. Paterson and Mr. W. W. Dickinson, be re-elected," which was seconded by Mr. H. Beasley, and in response to a request of Mr. Burder that the Directors should be put up separately for re-election, he took the sense of the meeting on the proposition, which was adverse to the suggestion.

Mr. W. PATERSON defined his position as Director in a few remarks, and the motion was then put to the meeting and carried *nem. con.*

Mr. W. CUMMIS SCOTT asked for how long improvement in steamer employment had been noticeable, and the Chairman stated that with the opening of the Northern season this year matters had taken a turn for the better.

Mr. R. G. LYON proposed that:—"The Auditors, Messrs. Trenchard, Youngs & Co. be re-elected at the same remuneration as formerly," which was seconded by Mr. J. B. Michael and carried unanimously.

Mr. W. CUMMIS SCOTT proposed a vote of thanks for the Chairman and the General Managers of the Company, adding that he did not personally know the gentleman who occupied the chair, but he had very great confidence in his holding that position.

Mr. M. L. HUTTON seconded the motion, which was unanimously accepted.

The CHAIRMAN suitably responded and the meeting then terminated.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent 4th before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

LOST.

ON 25th inst., between Matilda Hospital, The Peak, and Union Church, Kennedy Road, a LADY'S GOLD and PEARL PENDANT. Reward on application to—

No. 513.

Care of "Daily Press" Office.

Hongkong, 27th July, 1909. [1010]

"GLEN" LINE OF STEAMERS.

FOR LIVERPOOL AND ANTWERP.

THE Steamship

"GLENESK." Captain Rafferty, will be despatched as above on SATURDAY, the 7th August, 1909.

For Freight or passage apply to

McGREGOR BROS. & GOW.

Hongkong, 26th July, 1909. [1006]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI." Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 7th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MANTUA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and to for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA" due in London on the 19th September, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th July, 1909. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERSIA." Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 31st July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st July will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 25th July, 1909. [3]

FROM EUROPE.

THE H.A.L. Steamship

"DORTMUND." Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 31st July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st July will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 25th July, 1909. [3]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAYON." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd Aug. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 2nd Aug., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 26th July, 1909. [1009]

NEW ADVERTISEMENTS

THE TIENSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, Tientsin.

Estimates for all Classes of ENGINEERING and Foundry Work, also for Docking and Painting Vessels, given on application to—

BUTTERFIELD & SWIRE, Managers, Tientsin.

Hongkong, 27th July, 1909. [1011]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX," From GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Aug., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd., Agents.

Hongkong, 26th July, 1909. [1003]

WANTED.

A CHINESE CLERK, with Good Knowledge of English and General Office routine. Typing essential.

Apply by letter to "M." Care of "Daily Press" Office.

Hongkong, 26th July, 1909. [994]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 Per Share for the Six Months ending 30th June, 1909, will be Payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 20th July, 1909. [982]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWQY Per Share for the Six Months ending 30th June, 1909, will be Payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 20th July, 1909. [983]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 20th July, 1909. [984]

CANTON LAND COMPANY, LIMITED.

LOST SHARES CERTIFICATES.

1. ANTHONY BARNINGTON—

Scrip No. 77	51/60	10
78	61/70	10
79	71/80	10
80	81/90	10

2. CHEAST EWEENS—

Scrip No. 81	151/160	10
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3. FUNG SHU SAU—

Scrip No. 83	182/190	9
84	191/200	10
85	201/210	10

4. ALEXANDER GEORGE GRANT GORDON—

Scrip No. 86	246/255	10
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5. ELEANOR STILES KELLY—

Scrip No. 87	311/320	10
88	321/330	10
89	341/350	10
90	351/360	10

129 Shares.

NOTICE IS HEREBY GIVEN THAT

DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd July, 1909. [918]

INTIMATIONS

COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of AUGUST, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON, Colonial Secretary.

Hongkong, 2nd July, 1909. [926]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CHINA TRADING INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT

Petitions were on the 6th July, 1909, presented to the SUPREME COURT of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively, unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1909, and subsequently unanimously confirmed at further Extraordinary Meetings of the said Society and the said Company respectively held on the 7th May, 1909, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles of Association of the Society (Company) be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society (Company) to the exclusion of those heretofore prevailing."

AND NOTICE IS FURTHER GIVEN that the said Petitions are directed to be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise, desirous to oppose the making of an Order for the confirmation of the said alteration under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petition, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE, Secretary to the said Society and the said Company.

IN THE MATTER of the estate of CARRIE ALVIRA WALTERS MEGIN, otherwise MABEL SHERMAN, otherwise EMILY LOUISE HALL, late of No. 12, Wyndham Street, Victoria, in the Colony of Hongkong, wife of HOBACE JOHN MEGIN, of the United States Ship "SAMAR" Hospital Steward, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said date.

Dated this 17th day of May, 1909.

OTTO KONG SING, Solicitor for the Official Administrator, No. 12, Queen's Road, Central, Hongkong.

COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES at Luanan and Broekston, at Reduced Rates. Large stock always on hand. Apply SARAWAK GOVERNMENT AGENCY, Luanan. Telegrams: May, Luanan. [939]

SITUATION WANTED.

YOUNG BRITISHER seeks position. Several years commercial experience at Home and in Hongkong. Export bookkeeper and thoroughly conversant in every branch of Office Work. Would deposit \$10,000 as security or as an investment if desired. First-class references.

D. W. Care of "Daily Press" Office.

Hongkong, 23rd July, 1909. [989]

BOARD AND RESIDENCE.

CENTRAL LOCALITY. To Let from and after 1st August. Moderate terms. Apply—

F. E. Care of "Daily Press" Office.

Hongkong, 21st July, 1909. [981]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES and FLOWERS in ARTISTIC CASES.

To be obtained from

CHINA EXPRESS CO., 3, Duddell Street. [50]

HONGKONG ICE COMPANY, LIMITED

IT IS HEREBY NOTIFIED that, on and after the 19th current, the Selling Price of ICE will be INCREASED to ONE CENT Per Pound.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 13th July, 1909. [957]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from H. G. C. BAILLY, Esq., to Sell by Public Auction,

TO-MORROW (WEDNESDAY), the 28th July, 1909, at 2 P.M., at No. 1, Morrison Hill,

A QUANTITY of VALUABLE HOUSEHOLD FURNITURE

including—DRAWING ROOM CHAIRS and SOFAS, CABINETS, FINE NEW ENGLISH CARPETS, RUGS, DINING ROOM SUITE, EXTENSION DINING TABLE, HASTED, MATING, &c., CHEST-OF-DRAWERS, BEDSTEADS and SPRING MATTRESSES, DRESSING TABLES, WASHSTANDS, PUNKAH, CURTAINS, ICE CHESTS, LAMPS, DINNER SETS, SHANGHAI BATHS, BRASS JERSEY HOTWATER CANS, KITCHEN UTENSILS and a quantity of PLANTS in POTS;

also

SUN BLINDS, 2 GOOD PEAK CARRYING CHAIRS, GUN CABINET, CROQUET SET, and Set of LAY BOWLS;

A quantity of MAGNIFICENT TABLE GLASS and FLOWER VASES.

Catalogues will be issued.

On View on TUESDAY, 27th July, 1909. Chairs will be waiting at the bottom of Morrison Hill to take intending Purchasers to the House.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd July, 1909. [996]

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

On MONDAY, the 26th JULY, 1909, the 9th and 10th AUGUST, 1909, at 10 A.M., each day at H.M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising:—

Old and Surplus NAVAL STORES:—CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, DEATHBOLTS, COAL SACKS, OLD FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c., &c.

Old and Surplus VICTUALLING STORES:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES; and a quantity of ELECTRO-PLATED ARTICLES, &c., &c., &c.

Catalogues will be issued.

TERMS OF SALE—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 24th July, 1909. [1002]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co. Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 558G. at 40¢, 75¢, 100¢, 150¢, 200¢, 250¢, 300¢, 350¢, 400¢, 450¢, 500¢, 550¢, 600¢, 650¢, 700¢, 750¢, 800¢, 850¢, 900¢, 950¢, 1000¢.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1905. [623]

NO PLACE LIKE HOOSAIN-ALI'S.

JUST UNPACKED HORROCKS'S BEST QUALITY FINEST DRILLS for PRESENT SEASON.

For LADIES' SKIRTS, DRESSES, and BOYS' SUITS.

And also GENTLEMEN'S SUITS, &c.

HOOSAIN-ALI & Co., 14, Queen's Road, Central.

Hongkong, 26th July, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LING STREET, (2nd Street, west of Central Market) Telephone No. 515. [383]

A TACK & CO.

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DEVELOPING and PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

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FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

BANKS

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INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,575,000

RESERVE LIABILITIES OF PROPERTIES £1,200,000

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On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 "

WM. DICKSON, Manager.

Hongkong, 6th April, 1909. [121]

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(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)

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SHIPPING.

ARRIVALS.
AMARA, British str., 1565, Matlock, 26th July—Samarang 15th July, Sugar—Jardine, Matheson & Co.
ANHUI, British str., 1350, Harris, 26th July—Shanghai 22nd July, General—Butterfield & Swire.
CHITO MARU, Japanese str., 13426, W. W. Greene, 26th July—San Francisco 29th June, General—Toyo Kisen Kaisha.
DORMUND, German str., 5,665, M. Malechow, 26th July—Hamburg 10th June, General—Hamburg-Amerika Linie.
FRITHJOF, Norwegian str., 891, O. Anderson, 26th July—Hohow 22nd July, General—Aagaard Thoresen & Co.
HONG KONG, Chinese str., 23rd July, General—C. M. S. N. Co.
LENNOX, British str., 1234, David Reid, 26th July—Singapore 20th July, General—Doddwell & Co.
LOKANG, British str., 978, Bowler, 26th July—Chinkiang 21st July, General—Jardine, Matheson & Co.
NAMANG, British str., 2,591, P. M. B. Lake, 26th July—Yokohama, Kobe and Moji 21st July, General—Jardine, Matheson & Co.
SUISANG, British str., 1,776, W. D. Welsh, 26th July—Pulo Laut 15th July, Coal—Jardine, Matheson & Co.
TAMING, British str., 1,850, A. Somerville, 26th July—Cebu 21st July, Hemp—Butterfield & Swire.
YUNSHANG, British str., 1,721, P. H. Balle, 26th July—Manila 23rd July, Hemp and General—Jardine, Matheson & Co.
ZAPIRO, British str., 1,629, R. Rodger, 26th July—Manila 24th July, Hemp and General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 26th July.
Anhui, British str., for Canton.
Catherine Apcar, British str., for Singapore.
Ceylon Maru, Japanese str., for Singapore.
China, American str., for Amoy.
Haidin, French str., for Hongkong.
Haidin, Norwegian str., for Canton.
Hsing Ming, Chinese str., for Canton.
Kiang Ching, Chinese str., for Chinkiang.
Lennox, British str., for Shanghai.
Mathilde, German str., for Hohow.
Mueang, British str., for Singapore.
Pinguey, British str., for Shanghai.

DEPARTURES.

CHEONGSHING, British str., for Swatow.
FOOSHING, British str., for Canton.
HONGKONG, British str., for Amoy.
HUPER, British str., for Cebu.
KANSU, British str., for Swatow.
KWEITANG, Chinese str., for Swatow.
MERVOO, Chinese str., for Shanghai.
ONGANG, British str., for Singapore.
SEGURA, British str., for Singapore.
YOKOHAMA, British str., for Amoy.

SHIPPING REPORTS.

The British str. **Taming** reports: Moderate winds and fine clear weather.
 The British str. **Yunshang** reports: Fine weather, N.E. to East winds and moderate sea.
 The British str. **Namang** reports: Light variable winds, smooth sea, fine and clear weather.
 The British str. **Zafra** reports: Light to moderate Easterly winds and fine weather throughout.
 The British str. **Suisang** reports: Fine weather in China sea, light to moderate S.E. and Easterly wind.

VESSELS IN DOCK.

AMERICAN DOCK.—**Kowloon Dock.**—**Venuearts**, Paul Beau, H.M.S. **Jana**, **Maia**, COSMOPOLITAN DOCK.
TAKOO DOCK.—**Hongchow**, **Kwangsue**.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR",
 Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 27th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 23rd July, 1909. [986]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRITISH to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 The Company's Steamship

"PERSIA".

Capt. P. Giurgovich, will be despatched as above on or about the 27th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
 Agents,
 Princes Buildings.
 Hongkong 3rd July, 1909. [3]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"INDRAWADI",
 Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.
 For Freight or Passage apply to
JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 15th July, 1909. [966]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	1	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th Aug., at Noon.
LIVERPOOL & ANTWERP	GLIMMER	Brit. str.	1	Bailey	McKENNAN BROS. & CO.	On 7th Aug., at Noon.
ANTWERP, ROTTERDAM & HAMBURG &c.	SAMBA	Ger. str.	1	Müller	McKENNAN BROS. & CO.	On 12th Aug.
COPENHAGEN & ST. PETERSBURG	SLAM	Ger. str.	1	Bachs	McKENNAN BROS. & CO.	About 25th inst.
HAYRE, ROTTERDAM, BREMEN & HAMBURG &c.	SEGOVIA	Ger. str.	1	Peter	McKENNAN BROS. & CO.	On 31st inst.
HAYRE & HAMBURG VIA STRAITS &c.	SEGOVIA	Ger. str.	1	Bloch	McKENNAN BROS. & CO.	On 20th Aug.
HAYRE & HAMBURG VIA STRAITS &c.	SEGOVIA	Ger. str.	1	G. M. Montford, R.N.R.	McKENNAN BROS. & CO.	On 3rd Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	Cassanova	McKENNAN BROS. & CO.	On 28th inst., p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	K. Homma	McKENNAN BROS. & CO.	On 3rd Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	A. Keth	McKENNAN BROS. & CO.	On 4th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	F. L. Sommer	McKENNAN BROS. & CO.	About Middle of Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	O. Pahnke	McKENNAN BROS. & CO.	On 12th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	P. Giurgovich	McKENNAN BROS. & CO.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	W. G. Williams	McKENNAN BROS. & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	J. Mathes	McKENNAN BROS. & CO.	About 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	E. B. Hutchinson	McKENNAN BROS. & CO.	On 21st Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Hagino	McKENNAN BROS. & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	K. Kawano	McKENNAN BROS. & CO.	On 14th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	T. Bekine	McKENNAN BROS. & CO.	On 14th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	H. Regeer	McKENNAN BROS. & CO.	On 18th Aug., at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	G. W. Eddy	McKENNAN BROS. & CO.	On 18th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 3rd Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	Wm. Wade	McKENNAN BROS. & CO.	On 6th Aug., at 5 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	Wm. Thompson	McKENNAN BROS. & CO.	On 3rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 4th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	W. D. Welsh	McKENNAN BROS. & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	E. P. Smith	McKENNAN BROS. & CO.	On 3rd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 30th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	To-day, at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	About 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 30th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 31st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 2nd Aug., p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	About Beginning of Aug
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 5th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 4th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 8th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 13th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	To-day, at 3 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 31st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 31st inst., at 3 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 3rd Aug., at 3 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 7th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	Beginning of August
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	On 3rd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEGOVIA	Ger. str.	1	M. Yagi	McKENNAN BROS. & CO.	Quick despatch.

THE BANK LINE LIMITED.

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PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	J. Mathes	On 28th July, Noon.
* AYMERIC	4,363	J. Boyd	On 28th August.
* SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

† Calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

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DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. PARNKE	{ Wed. day, 28th July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"GOEBEN" Capt. B. WILHELM	{ About Wed. day, 28th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	{ Friday, 13th Aug., at 10 a.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	{ Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELOHRS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 17th July, 1909.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"EMPRESS OF BRITAIN" Fri., 10th Sept.
"EMPRESS OF CHINA" Sat., 4th Sept.	"ALLAN LINER" Friday, 1st Oct.
"MONTEAGLE" Saturday, 18th Sept.	"EMPRESS OF IRELAND" Fri., 22nd Oct.
"EMPRESS OF INDIA" Sat., 25th Sept.	"ALLAN LINER" Friday, 12th Nov.
"EMPRESS OF JAPAN" Sat., 16th Oct.	

The "Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
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 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers \$43 .. \$45.
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D. W. CRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 2nd Aug., p.m.
MARSEILLES VIA PORTS	"CALEDONIE" Capt. Cassanova	On 2nd Aug., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIE" Capt. X.	On 15th Aug., p.m.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 17th Aug., 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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P. DE CHAMPMORIN, AGENT.

Hongkong, 21st July, 1909.

Queen's Building.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE",
 will be despatched for the above Ports on SATURDAY, the 14th August, 1909.
 For Freight and Passage, apply to
ARNHOLD, KARBURG & Co.,
 Agents.
 Hongkong, 24th July, 1909. [915]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1898. [9]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code-Word NEW DOCK NOW OPEN.
 DOCK No. 3.

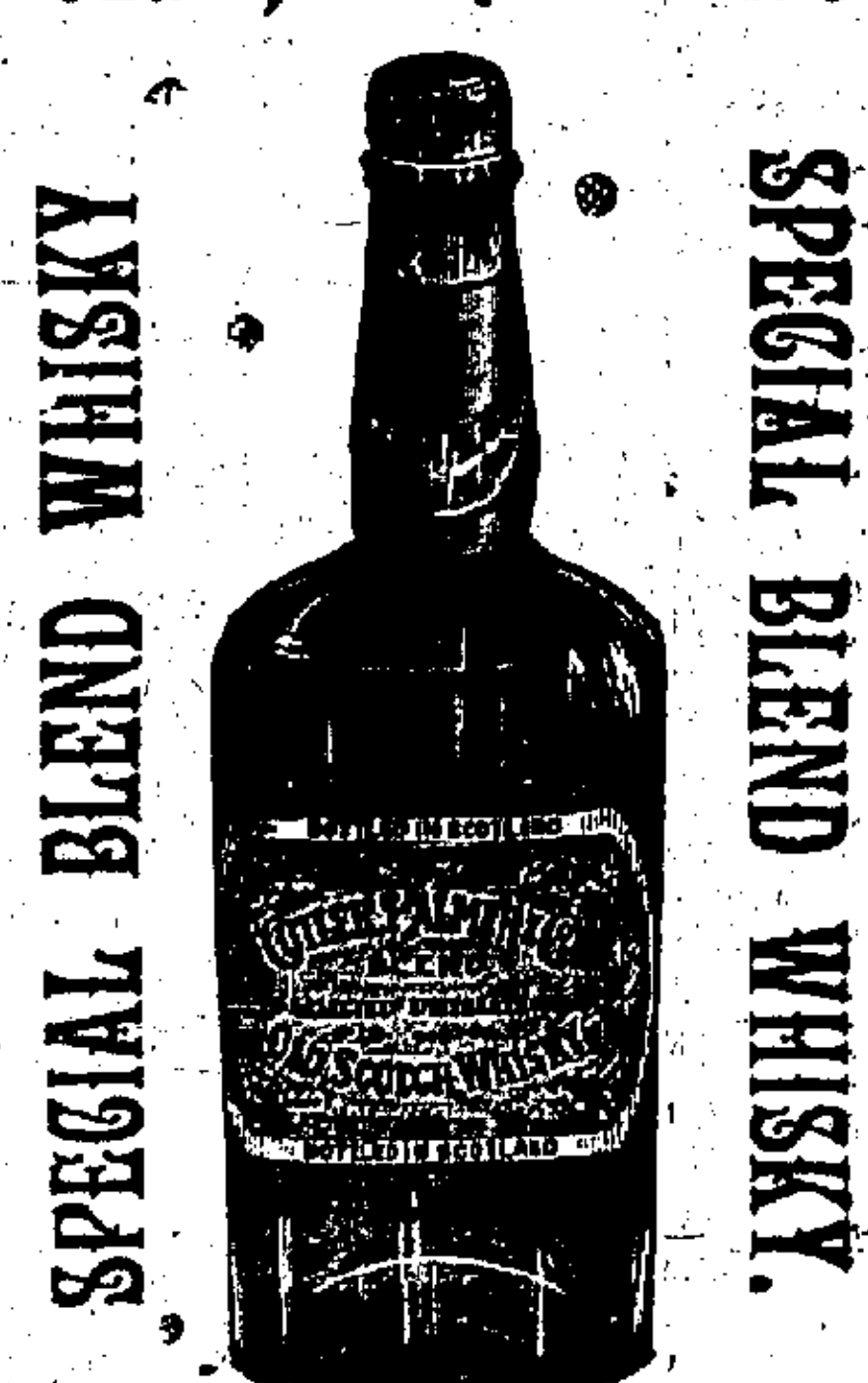
Extreme Length 722 feet
 Length on Blocks 714
 Width of Entrance on Top 963
 Width of Entrance on Bottom 884
 Water on Blocks at Spring Tide 344
 DOCK No. 1.
 Extreme Length 523 feet
 Length on Blocks 513
 Width of Entrance on Top 98
 Width of Entrance on Bottom 71
 Water on Blocks at Spring Tide 61
 DOCK No. 2.
 Extreme Length 371 feet
 Length on Blocks 350
 Width of Entrance on Top 66
 Width of Entrance on Bottom 53
 Water on Blocks at Spring Tide 22
 PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

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 The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.), specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [605]

Cutler, Palmer & Co.'s



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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

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MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	MALTA Capt. G. M. Montford, R.N.R.	July 29th	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. C. J. Benton, R.N.R.	About 30th July	Freight and Passage
SHANGHAI	CALEDONIA Capt. H. Powell	About 5th Aug.	Freight and Passage
LONDON via USUAL PORTS OF CALL	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 7th Aug.	See Special Advertisement

For further Particulars, apply to

Hongkong, 27th July, 1909.

F. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 27th July, 3 P.M.
SWATOW and SHANGHAI	"YINGCHOW"	On 28th July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 29th July, 4 P.M.
SHANGHAI	"ANHUI"	On 30th July, 4 P.M.
MANILA	"LINAN"	On 31st July, 4 P.M.
SHANGHAI	"TEAN"	On 1st Aug., 3 P.M.
MANILA	"CHINHUA"	On 5th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Aug., 4 P.M.

THURSDAY ISLAND, COOK-TOWN, CALEDOON, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 27th July, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOOCHOW	TUESDAY, 27th July, at 2 P.M.
"HAIYANG"	SWATOW	WEDNESDAY, 28th July, at 2 P.M.
"HAIYANG"	SWATOW, AMOY and FOOCHOW	FRIDAY, 30th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
HONGKONG, 27th July, 1909.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tuesday, 27th July, Noon.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Friday, 30th July, Noon.
MANILA	"YUENSANG"	Friday, 30th July, 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"NAMSANG"	Tuesday, 3rd Aug., Noon.
CHINWANTAO via WEIHAIWEI & CHEFOO	"SUANSANG"	Tuesday, 3rd Aug., Noon.
MANILA	"LOONGSANG"	Friday, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

HONGKONG, 26th July, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 31st July, Noon.
RUBI	2540	R. W. Almond	Manila	On 7th Aug., Noon.

For Freight or Passage apply to

Hongkong, 26th July, 1909.

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SANUKI MARU Capt. K. Homma	6,500	WEDNESDAY, 4th Aug. at Daylight
VIETNAM, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. A. Koshi	6,500	WEDNESDAY, 18th Aug. at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU Capt. M. Hagino	6,500	TUESDAY, 17th Aug. at 4 P.M.
SHANGHAI, MOJI and KOBE	SHINANO MARU Capt. K. Kawara	7,000	TUESDAY, 14th Sept. at 4 P.M.
YOKOHAMA	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 6th Aug. at Noon
YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 3rd Sept. at Noon
YOKOHAMA	MOYOCHI MARU Capt. J. G. Richards	4,000	WEDNESDAY, 28th July at Noon
YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 30th July at Daylight
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 4th Aug. at Noon
KOBE and YOKOHAMA	HITACHI MARU Capt. Wm. Wade	7,000	FRIDAY, 6th Aug. at 5 P.M.

† Fitted with New System of Wireless Telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. SOMMER)	On Fri. 30th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Telex, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Adam or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE:	For HAVRE, ROTTERDAM, BREMEN, & HAMBURG:
S.S. DOETMUND ... 27th July	S.S. SEGOVIA ... 31st July
S.S. SPEZIA ... 13th Aug.	For ANTWERP, ROTTERDAM & HAMBURG:
S.S. C. FERD. LAEISZ ... 17th Aug.	S.S. SAMBIA ... 12th August
S.S. AMBRIA ... 27th Aug.	For HAVRE & HAMBURG:
S.S. NICOMEDIA ... 8th Sept.	S.S. SLAVONIA ... 20th August
S.S. LIBERIA ... 15th Sept.	For HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 3rd Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to

Hongkong, 14th July, 1909.

MELOHRS & Co.,
AGENTS.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
TACOMA via KEELUNG	"FITZPATRICK"	4,416	SATURDAY, 31st July, at Daylight
SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	TUESDAY, 27th July, at 10 A.M.
TAMSUI via SWATOW, SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 1st Aug., at 10 A.M.
ANPING via SWATOW, SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 4th July, at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fookchow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5900 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th June, 1909.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

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BRANCH OFFICES:—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AL, ABC 5th Ed., Western Union.

AGENCIES:—

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI,
Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

SHIPPING IN PORT.

STEAMERS.	AGENTS.
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 20th July—Calcutta and Straits 3rd July, General—David, Sassoon & Co.	Butterfield & Swire
CYRIL MARU, Japanese str., 3,142, F. L. Pyne, 23rd July—Kobe via Moji 16th July, General—Nippon Yusen Kaisha	Butterfield & Swire
CHENAN, British str., 1,349, J. H. Brown, 21st July—Shanghai 18th July, General—Butterfield & Swire	
CHINA, American str., 3,186, D. E. Friele, 15th July—San Francisco 17th June, Mails and General—P. M. S. S. Co.	Butterfield & Swire
CHOSHUN MARU, Japanese str., 1,303, T. Suruga, 23rd July—Swatow 22nd July, General—Osaka Shosen Kaisha	Butterfield & Swire
CLARA JENSEN, Ger. str., 1,109, J. Bendixen, 17th July—Haiphong 12th and Hoihow 16th July, Coal—Jensen & Co.	Butterfield & Swire
ERROLL, British str., 2,886, L. James, 4th July—Saline Cruz 24th May and Moji 28th June, Coal—Dodwell & Co.	Butterfield & Swire
FEICHIING, Chinese str., 965, G. W. F. Newberg, 24th July—Shanghai 21st July, General—C. M. S. N. Co.	Butterfield & Swire
FITZPATRICK, British str., 2,857, R. E. Hutchinson, 16th July—Moji 10th July, Coal—Osaka Shosen Kaisha	Butterfield & Swire
FOOSHING, British str., 1,423, T. Lishman, 25th July—Wuhu 20th July, General—Jardine, Matheson & Co.	Butterfield & Swire
FUKU MARU, Jap. str., 4,189, Murakawa, 25th July—Moji 18th July, Coal—Order.	Butterfield & Swire
HAIYANG, British str., 1,183, J. S. Roach, 25th July—Swatow 24th July, General—Douglas, Lapraik & Co.	Butterfield & Swire
HANCHOV, British str., 999, Mawley, 17th June—Chinkiang 11th June, General—Butterfield & Swire	Butterfield & Swire
HUNOV, British str., 1,217, E. Forsyth, 25th July—Weihaiwei 20th July, General—Butterfield & Swire	Butterfield & Swire
HUPER, British str., 1,205, H. Mathias, 24th July—Chefoo 18th July, General—Butterfield & Swire	Butterfield & Swire
JOHANN, German str., 952, M. Inland, 24th July—Pakhoi 20th and Hoihow 23rd July, General and Pigs—Jensen & Co.	Butterfield & Swire
KAIKURU MARU, Japanese str., 1,903, Suda, 15th July—Moji 8th July, Coal—Mitani Bishi Goshi Kaisha	Butterfield & Swire
KASHING, British str., 1,142, H. E. Laver, 23rd July—Karatu 12th July, Coal—Butterfield & Swire	Butterfield & Swire
KIANG CHING, Chinese str., 1,002, A. T. Brissauter, 17th July—Chinkiang 15th July, General—Chinese.	Butterfield & Swire
KIANG ERIC, Chinese str., 1,222, H. Udden, 21st July—Chinkiang 16th July, Rice—Tung Kee & Co.	Butterfield & Swire
KJELD, Norwegian str., 910, T. Hellesoe, 23rd July—Newchwang 15th and Swatow 16th July, Beans and Beans oil—Aagaard, Thorsen & Co.	Butterfield & Swire
KUMERIC, British str., 4,025, J. Mathie, 13th July—Manila 11th July, General—Dodwell & Co.	Butterfield & Swire
KWANOW, British str., 1,205, Hards, 15th July—Moji 9th July, Coal—Butterfield & Swire	Butterfield & Swire
LAETTES, British str., 1,340, Frampton, 18th July—Saigon 14th July, Rice—Wo Pat Sing.	Butterfield & Swire
MANCHURIA, American str., 8,751, A. Dixon, 25th July—San Francisco 24th June, Mails and General—P. M. S. S. Co.	Butterfield & Swire
MANILA, German str., 1,791, C. Jauchmann, 25th July—Melbourne 22nd June, General—Melchers & Co.	Butterfield & Swire
MARU, German str., 1,169, P. E. Christensen, 23rd July—Moji 17th July, Coal—Jensen & Co.	Butterfield & Swire
MATHILDE, German str., 831, A. P. Uiderup, 25th July—Swatow 24th July, General—Jensen & Co.	Butterfield & Swire
MAUSANG, British str., 1,644, G. S. Weigall, 13th July—Sandakan 7th July, Timber and General—Jardine, Matheson & Co.	Butterfield & Swire
NINCHOW, British str., 5,837, Aldon, 14th July—Tacoma, Flour and General—Butterfield & Swire	Butterfield & Swire
PAKHOT, British str., 1,223, Gibbs, 11th July—Chefoo and Weihaiwei 5th July, General—Butterfield & Swire	Butterfield & Swire
PAKLAT, German str., 1,017, Toh, Wenzel, 24th July—Bangkok 15th and Swatow 23rd July, Rice and Wood—Butterfield & Swire	Butterfield & Swire
PERLA, Austrian str., 3,779, P. Gingsowich, 24th July—Shanghai 21st July, General—Sander, Wierler & Co.	Butterfield & Swire
PINOSNEY, British str., 4,150, J. Barber, 25th July—Singapore 20th July, General—Butterfield & Swire	Butterfield & Swire
PONOTONO, German str., 998, H. Oldsen, 20th July—Bangkok 14th July, Wood Eloe and Salt—Butterfield & Swire	Butterfield & Swire
QUAKA, German str., 1,146, H. Madsen, 23rd July—Manila 13th July, General—Java-China-Japan Lijn	Butterfield & Swire
THORIS, Norwegian str., 1,091, Jorgensen, 24th July—Bangkok 16th and Swatow 23rd July, Rice—Kin Tye Long	Butterfield & Swire
TIKINI, Dutch str., 2,487, H. Koops, 23rd July—Moji 18th July, General—Java-China-Japan Lijn	Butterfield & Swire
VORWARTS, German str., 643, Ulderup, 30th June—Penang and Singapore 18th June, General—Jensen & Co.	Butterfield & Swire
WONGKOW, German str., 1,115, W. Echer, 17th July—Bangkok and Swatow 16th July, Rice—Butterfield & Swire	Butterfield & Swire
YATHING, British str., 1,424, M. Courney, 18th July—Chingtau 17th July, Coal—Jardine, Matheson & Co.	Butterfield & Swire
YINCHONG, British str., 1,216, W. E. Frazer, 18th July—Shanghai 15th July, General—Butterfield & Swire	Butterfield & Swire

